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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: April 3, 2014

Re: CMAQ Project Change Requests

Five projects have submitted change requests for committee consideration and eleven administrative modifications were completed. The sponsors' requests and re-ranking worksheets are attached. The below table summarizes the effect of the requests on the overall program, by federal fiscal year, if all are approved. Administrative modifications are included in the Current Program figures.

	2014	2015	2016	2017	2018
Current Program*	\$177,182,176	\$112,042,303	\$105,494,987	\$102,594,966	\$38,690,670
Unprogrammed Balance*	-\$23,361,840	-\$6,628,965	-\$81,649	\$2,818,372	\$66,722,668
09-09-0006	\$30,000				
06-12-0005	\$200,000	\$128,000			
04-08-0001	**	**			
06-06-0061	\$86,000				
01-05-0002	\$264,578	-\$188,000			
Sum of requested changes	\$580,578	-\$60,000	\$0	\$0	\$0
Revised Program	\$176,601,598	\$112,102,303	\$105,494,987	\$102,594,966	\$38,690,670
Rev. Unprogrammed Balance	-\$23,942,418	-\$6,568,965	-\$81,649	\$2,818,372	\$66,722,668

^{*} Source: CMAQ Programming Summary and Obligation Goals table.

For Committee Consideration:

Elgin – Elgin Bikeway Route 1 Northeast Quadrant (TIP ID 09-09-0006)

This project was originally approved for a total of \$40,300 federal CMAQ (\$50,400 total) for Phase 2 engineering in FFY 09 and \$297,900 federal CMAQ (\$372,400 total) Construction in FFY 10 for a project total of \$338,000 CMAQ federal (\$422,800 total). The project received a cost increase of \$151,200 federal CMAQ (\$189,000 total) on April 5, 2012.

^{**} Until a request to reinstate deferred funds is received, there is no programming impact

The sponsor is requesting a cost increase of \$30,000 federal CMAQ (\$36,000 total) for Construction. The project was let on January 17, 2014 and the low bid was higher than the programmed CMAQ funding. If the request is approved the cost for construction would increase to \$418,000 federal CMAQ (\$522,000 total) and the total cost of the project would increase to \$519,000 federal CMAQ (\$649,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the requested cost increase of \$30,000 federal CMAQ (\$36,000 total) for the construction phase for a total project cost of \$519,000 federal CMAQ (\$649,000 total) for Elgin – Elgin Bikeway Route 1 Northeast Quadrant (TIP ID 09-09-0006).

IDOT – IL 43/Harlem Ave. at 151st St. (TIP ID 06-12-0005)

This project was originally approved for a total of \$160,000 federal CMAQ (\$200,000 total) for ROW in FFY 14 and \$640,000 federal CMAQ (\$800,000 total) Construction in FFY 15 for a project total of \$800,000 CMAQ (\$1,000,000 total).

The sponsor is requesting a cost increase of \$200,000 federal CMAQ (\$250,000 total) for the ROW phase programmed in FFY 2014 and \$128,000 federal CMAQ (\$160,000 total) for the Construction phase programmed in FFY 2015 for a total cost increase of \$328,000 CMAQ federal (\$410,000 total). The cost increase is the result of the availability of Phase I Design Approval updated cost estimate based on detailed quantity calculations and current bid tab pricing, and updated ROW appraisals. If the requested cost increase is approved the total programmed amount for this project would increase to \$1,128,000 federal CMAQ (\$1,410,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced, but remains within the range of benefits of intersection improvement projects funded in the 2012-2016 CMAQ program.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval, of the requested cost increase of \$200,000 federal CMAQ (\$250,000 total) for ROW and \$128,000 federal CMAQ (\$160,000 total) for the Construction phase for a total project cost of \$1,128,000 federal CMAQ (\$1,410,000 total) for IDOT – IL 43/Harlem Ave. at 151st St. (TIP ID 06-12-0005).

Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001)

This project was originally approved for a total of \$55,835 federal CMAQ (\$69,793 total) for Phase 1 Engineering in FFY 09, \$59,165 federal CMAQ (\$74,085 total) for Phase 2 Engineering in FFY 14 (deferred), and \$1,108,000 federal CMAQ (\$1,385,000 total) for Construction in FFY 15 for a project total of \$1,223,000 CMAQ (\$1,529,000 total).

The sponsor is requesting a cost increase of \$50,435 federal CMAQ (\$63,044 total) for Phase 2 Engineering which is deferred in FFY14, and an increase of \$212,000 federal CMAQ (\$265,000 total) for Construction, which is deferred in FFY15 for a total increase of \$262,435 federal CMAQ (\$328,044 total). The increase is based on revised estimates, due in part to a scope change approved by the Project Selection Committee on October 24, 2013, developed during Phase 1 Engineering, which received Design Approval on November 8, 2013. If the request is approved the total cost of the project would increase to \$1,485,435 federal CMAQ (\$1,856,793 total), however the funds will remain deferred until each remaining phase demonstrates readiness and reinstatement is requested.

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was reduced from 7th to 8th, but remains above eight other Bicycle Facilities projects in the 2008 CMAQ program.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval, of the requested cost increase of \$50,435 federal CMAQ (\$63,044 total) for Phase 2 Engineering and \$212,000 federal CMAQ (\$265,000 total) for the Construction phase for a total project cost of \$1,485,435 federal CMAQ (\$1,856,793 total) for Melrose Park – North Ave. Commuter Bicycle Path (TIP ID 04-08-0001).

Palos Heights - Cal-Sag Greenway Trail (Palos Heights Section) (TIP ID 06-06-0061)

This segment of the project was originally approved for a total of \$404,000 federal CMAQ (\$505,000 total) for Phase 2 Engineering in FFY 12, \$66,000 federal CMAQ (\$82,000 total) for ROW in FFY 13, and \$71,000 federal CMAQ (\$80,000 total) for Construction in FFY 14 for a project total of \$541,000 federal CMAQ (\$676,000 total).

The sponsor is requesting a cost increase of \$7,000 federal CMAQ (\$9,000 total) for Phase 2 Engineering, \$12,000 federal CMAQ (\$16,000 total) for ROW, and \$67,000 federal CMAQ (\$83,000 total) for Construction for a total project cost increase of \$86,000 federal CMAQ (\$106,250 total) for the Palos Heights portion of the project, which was let on February 28, 2014. While Phase 2 Engineering and ROW are complete, these phases are not closed and the sponsor is requesting increases for these phases in order to submit amended agreements based on the actual costs incurred for these phases. This portion of the project is also being funded with Transportation Enhancement (ITEP) funds. The increase for Phase 2 Engineering is due to considerable additional coordination with IDOT, Cook County, and land acquisition. The ROW increase is due to higher than anticipated settlement costs for the easements and the increase in Construction/CE funds are due to a higher than anticipated bid amount. If the request is approved, the total cost of each phase would increase by the amounts stated above and the total cost of this segment of the project would increase to \$627,000 federal CMAQ (\$2,780,000 total).

Staff re-evaluated the emissions benefits for the project and the project cost/benefit was unchanged among Bicycle Facilities projects in the 2009 CMAQ program.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval, of the requested cost increase of \$7,000 federal CMAQ (\$9,000 total) for Phase 2 Engineering, \$12,000 federal CMAQ (\$16,000 total) for ROW, and \$67,000 federal CMAQ (\$83,000 total) for Construction for a project total of \$627,000 federal CMAQ (\$2,780,000 total) for Palos Heights – Cal-Sag Greenway Trail (Palos Heights Section) (TIP ID 06-06-0061).

CDOT - 41st St Bicycle and Pedestrian Bridge over Lake Shore Dr. (TIP ID 01-05-0002)

This project was originally approved for a total of \$600,000 federal CMAQ (\$750,000 total) for Phase 1 Engineering in FFY 07, \$880,000 federal CMAQ (\$1,850,000 total) for Phase 2 Engineering in FFY 14, and \$188,000 federal CMAQ (\$8,235,000 total) for Construction in FFY 14 for a project total of \$1,668,000 CMAQ (\$10,835,000 total).

The sponsor is requesting to increase the CMAQ share for Phase 2 Engineering to \$1,145,000 federal CMAQ (\$1,850,000 total) in FFY 14 by transferring \$188,000 federal CMAQ in Construction funds from FFY 15 and by transferring the remaining \$76,578 federal CMAQ in Phase 2 Engineering funds in FFY 14 from the 43rd Street Bike/Pedestrian Bridge over Lake Shore Drive project (01-06-0002), which is a related project being conducted on a combined contract due to the proximity of these projects. If the requested transfer is approved, the total programmed amount for Phase 2 Engineering would be \$1,145,000 federal CMAQ (\$1,850,000 total) and the federal STP-L amount for this phase would be reduced from \$600,000 to \$335,000. While the CMAQ share of the cost for this project would increase to \$1,745,000 federal CMAQ, the total cost of the project would remain the same at \$10,835,000 total. The construction phase would be completed using STP-L funds. Since the total cost of the project remained the same a reranking was not required.

Recommendation to the CMAQ Project Selection Committee: Staff recommends approval of the request to transfer \$188,000 federal CMAQ in Construction funds along with the request to transfer the remaining \$76,578 federal CMAQ in Phase 2 Engineering funds from the 43rd Street Bike/Pedestrian Bridge over LSD project (01-06-0002) for a project total of \$1,668,000 federal CMAQ (\$10,835,000 total) for the CDOT - 41st St Bicycle and Pedestrian Bridge over Lake Shore Dr. (TIP ID 01-05-0002) project.

Administrative Modifications

Staff completed nine administrative modifications, including three requests to reinstate deferred funds, two schedule changes, three requests to combine projects, and one voluntary deferral, as described in the attached CMAQ Project Change Requests memo.

CDOT – 43rd St. Bicycle-Pedestrian Bridge 01-06-0002

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$792,000 federal CMAQ (\$990,000 total) for FFY 2014. Staff

determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

Palos Heights - Cal-Sag Greenway Trail (Blue Island Section) (TIP ID 06-06-0061)

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$440,000 federal CMAQ (\$550,000 total) for FFY 2014. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

Carpentersville – IL 31 at Huntley Rd (TIP ID 09-08-0005)

The sponsor has demonstrated phase readiness; as a result staff has reinstated deferred Phase II engineering funds in the amount of \$190,400 federal CMAQ (\$224,200 total) for FFY 2014. Staff determined that funds are available in FFY14 and undertook the reinstatement as an administrative modification.

Aurora – Station Blvd Extension to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)

The sponsor requested to reprogram the Phase 2 engineering from FFY15 to FFY14, with no change in federal cost (\$100,000 federal CMAQ/\$125,000 total). Phase 1 engineering is complete. Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year has been permanently changed from 2017 to 2016.

Park Forest - Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers (TIP ID 07-14-0010)

The sponsor requested to reprogram the first stage of the Implementation from FFY15 to FFY14, with no change in federal cost (\$2,505,000 federal CMAQ/\$3,131,000 total). Staff undertook the change as an administrative modification and the sponsor has been notified that the sunset year has been permanently changed from 2017 to 2016.

IDOT – IL 68/Dundee Rd at IL 83/Elmhurst Rd & IL 68/Dundee Rd. at McHenry Rd/Wheeling Rd (TIP ID 03-12-0015 & 03-12-0014)

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 03-12-0014 with a total project cost of \$1,800,000 federal CMAQ (\$2,250,000 total). As there was no change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

IDOT – IL 59 at IL 38 (north ramps) and IL 59 at IL 38 (south ramps) (TIP ID 08-12-0013 & 08-12-0007)

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 08-12-0013 with a total project cost of \$960,000 federal CMAQ (\$1,200,000 total). As there was no change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

IDOT – IL 68/Dundee Rd at Landwehr and IL 68/Dundee Rd at Pfingsten Rd (TIP ID 02-12-0001 & 02-12-0005)

The sponsor requested to combine the projects for a simultaneous letting under TIP ID 02-12-0001 with a total project cost of \$1,376,000 federal CMAQ (\$1,720,000 total). As there was no

change to the combined total project cost or project schedule, staff undertook the change as an administrative modification.

Mt Prospect – Golf Rd alternate 3 regional bike route (TIP ID 03-12-0010)

The sponsor requested a voluntary deferral of the project (\$292,000 CMAQ federal / \$365,000 total). The CMAQ project (installation of pedestrian signals) is now being coordinated with the traffic signal improvement project that IDOT is undertaking. The design phase of this process is being done by IDOT and it is anticipated that more information about this project will be made available later in the year.

The sponsor understands that they will need to demonstrate project readiness and the availability of funding will need to be determined before funds can be reinstated. Staff undertook the change as an administrative modification and has deferred the funding for this project to and change the years in the TIP for this project to MYB.